

CHICAGO ARTCC/CHICAGO TRACON

LETTER OF AGREEMENT

Effective: 1/5/17

SUBJECT: Approach Control

- 1. PURPOSE.** This agreement delegate's airspace and associated air traffic control responsibilities to Chicago TRACON.
- 2. CANCELLATION.** Chicago ARTCC/Chicago TRACON Letter of Agreement dated November 13, 2014 and subsequent revisions. The NASCAR Addendum dated September 12, 2012 shall remain in effect and become subordinate to this document.
- 3. SCOPE.** This Letter of Agreement is applicable to Chicago ARTCC (ZAU) and Chicago TRACON (C90), and is supplemental to current air traffic procedures, handbooks and directives relating to enroute and terminal procedures.
- 4. DELEGATION OF AUTHORITY.** Chicago ARTCC delegates to Chicago TRACON the authority and responsibility for the control of IFR and Special VFR air traffic within the designated airspace and at the altitudes depicted on Attachment 1.
- 5. ARRIVALS.**
 - a. General Procedures.
 - (1) Clearance limit shall be the airport of intended landing until in-trail hand-offs cease.
 - (2) Interruption of the arrival traffic flows shall be coordinated through and initiated by the TMU unless an immediate need exists.
 - (3) Known traffic is defined as an aircraft that C90 has accepted the handoff.
 - b. Chicago ARTCC shall:
 - (1) Provide in-trail radar separation between successive arrivals crossing the fix at an interval and speed as coordinated through the Traffic Management Unit (TMU) and at the altitudes specified in Paragraph 5.c.
 - (2) Where the LOA indicates a second altitude (e.g, 4,000/5,000 feet), the first altitude shall be the primary altitude. The second altitude may be used to resolve overtakes.
 - (3) Release control for speed increase.
 - (4) Arrival Routes which indicate (RNAV) are for aircraft capable of RNAV STAR procedures. Arrival Routes which indicate (NON-RNAV) are for aircraft unable to fly RNAV STAR procedures.
 - (5) When handing off directly to C90, ZAU must advise C90 when a pilot advises that they are unable to participate in Precision Runway Monitor (PRM) Approaches. ZAU may disregard notification when ZAU TMU is advised by C90 that PRM approaches are not in use."

c. Specific Procedures by Center Area.

(1) NORTHEAST: (Kubbs Sector)

- | (a) The O'Hare Airport (ORD) arrival route is –
RNAV - WYNDE STAR.ORD.
NON RNAV – ELX.V100.DEERE

(b) The Satellite airport arrival route is-direct WURKO or FIYER..OBK..destination. Chicago ARTCC releases control for descent and turns. WURKO/FIYER is considered one route and must be in-trail.

(c) Arrival Route Altitude Restrictions:

FIX CROSSING ALTITUDE			
<u>FIX</u>	<u>DESTINATION</u>	<u>JET</u>	<u>PROPELLER</u>
FIYER	O'Hare	11,000 (1)	9,000/8,000 (1)
OBK 30 DME North Satellite Sector 3		4,000/3,000 4,000	4,000/3,000 4,000

NOTE (1): With coordination, when O'Hare Airport is on RWY 22 or 27/28, the crossing altitude shall be 9,000 feet and Chicago ARTCC releases control for descent to 6,000 feet and turns.

(2) SOUTHEAST:

(a) C90 Arrival will assume 11,000 – 12,000 within AREA F with the first coordinated WATSN arrival and revert to C90 Departure following the last WATSN Arrival.

(b) (Bearz Sector) O'Hare Airport arrival route is:

- 1 West Flow (RNAV) – via WATSN STAR
West Flow (Non- RNAV) – via OXI STAR
- 2 East Flow (RNAV) – via ESSPO STAR
East Flow (Non-RNAV) – via HALIE..ORD

(c) (OKK Sector) O'Hare Airport arrival route is:
RNAV – via VEECK STAR

(d) Arrival Route Altitude Restrictions:

<u>FIX</u>	FIX CROSSING ALTITUDE		<u>PROPELLER</u>
	<u>DESTINATION</u>	<u>JET</u>	
HULLS	O'Hare	12,000	-N/A-
ESSPO	O'Hare	12,000	-N/A-
HALIE/OXI STAR	O'Hare	12,000	-N/A-
BOONE	O'Hare	11,000	-N/A-

(e) C90 shall assume control from ZAU for descent north of HULLS.

(f) BEARZ sector releases control on all ORD arrivals, provided the aircraft has crossed the southern and eastern boundary of Area E.

(g) OKK sector releases control on all ORD arrivals, provided the aircraft has crossed the southern and eastern boundary of Area E.

(3) SOUTHWEST: (Danville Sector)

(a) Chicago TRACON shall advise the Danville Sector when initiating any airspace configuration changes that affect Chicago TRACON Sectors 1, 2 or 4.

(b) Danville Sector shall route MDW arrivals and ORD prop arrivals through SBN Approach or Streator Sector.

(c) Sector 2 and 3 airports arrival route is JOT..destination.

(d) Sector 4 airports arrival route is CGT..destination (Non-RNAV) or LUCIT STAR (RNAV).

(e) North Satellite arrival route is EON..JOT..DPA direct destination.

(f) The Danville Sector releases control for descent and turns up to 30° to Chicago TRACON.

(g) Arrival Route Altitude Restrictions:

<u>FIX</u>	<u>DESTINATION</u>	<u>JET</u>	<u>PROPELLER</u>
Sector 2/ Danville Sector Boundary (2)	Sector 2 and 3 and N. Sat	4,000	4,000
5NM S of Danville Sector 1/4 Boundary	Sector 4	4,000	4,000

NOTE (2): Aircraft shall enter Sector 2 from the Danville Sector west of a north/south line through EON.

(4) SOUTHWEST: (Plano Sector)

(a) O'Hare Airport arrival route is:

1 West Flow (RNAV) – via BENKY STAR and TRTLL STAR.

2 East Flow (RNAV) – via SHAIN STAR (SPI, BMI, PIA and CMI Departures may be routed via SHAIN, TRTLL or BDF STAR).

3 East Flow Restricted or Other Flows (RNAV) - via BENKY STAR.

4 All Flows (Non- RNAV) – via BDF STAR.

(b) Arrival Route Altitude Restrictions:

<u>FIX/ROUTE</u>	<u>DESTINATION</u>	<u>JET</u>
SHAIN/SHAIN STAR	O'Hare	12,000
BENKY/BENKY STAR	O'Hare	12,000
TRTLL/TRTLL STAR	O'Hare	11,000
BENKY/BDF STAR	O'Hare	11,000

(c) PLANO Sector releases control for turns and descent to 11,000 feet on aircraft routed to ORD. Chicago TRACON assumes separation responsibility with known ORD Arrival traffic.

(d) C90 will ensure AREA G is transferred to C90 prior to the first coordinated SHAIN arrival and revert to RFD following the last SHAIN Arrival.

(5) SOUTHWEST: (Streator Sector)

- (a) The Streator Sector will sequence aircraft capable of 220 knots.
- (b) The Sector 3 airports arrival route is - PLANO..Destination.
- (c) The North Satellite airports arrival route is - PLANO.. DPA ..Destination or JOT.. DPA direct destination for East of MEDAN traffic.
- (d) Sector 2 airports arrival route is - JOT..Destination.
- (e) East of MEDAN arrival route is – Sector 2+3 - JOT..Destination,
- (f) MDW arrival route is: (RNAV capable) via ENDEE STAR or (NON-RNAV) via JOT..MDW. ZAU releases control for turns. ZAU shall assign runway transitions to aircraft routed via the ENDEE STAR. ZAU shall issue a clearance for ENDEE STAR arrivals to descend via the ENDEE STAR except maintain 6,000 feet when MDW is landing 4R.
- (g) Streator releases control for descent and turns up to 30° to Chicago TRACON except MDW arrivals (turns only, see 5f).

(h) Arrival Route Altitude Restrictions:

<u>FIX</u>	<u>DESTINATION</u>	<u>FIX CROSSING ALTITUDE</u> <u>JET</u>	<u>PROPELLER</u>
TRTLL/ BENKY (RNAV) BDF STAR (NON-RNAV)	O'Hare North Satellite Sector 3	N/A 6,000 5,000/6,000	8,000 6,000 5,000/6,000
C90/Streator (3) Sector Boundary	MDW	6,000/7,000	6,000/7,000
C90/Streator Sector Boundary	JOT, LOT & 1C5	5,000	5,000
East of Medan	Sectors 2, 3 and North Satellite	4,000 4,000	4,000 4,000

NOTE (3): Aircraft shall be AOB 7,000 descending to 6,000 for the primary altitude and level at 7,000 for the secondary altitude.

(6) NORTHWEST: (Farmm Sector)

- (a) The O'Hare Airport arrival route is -FYTTE STAR.ORD.
- (b) FARMM Sector must transfer communications to C90 by FYTTE.
- (c) FARMM Sector releases control for turns from FYTTE 060, clockwise to FYTTE 180. Chicago TRACON assumes separation responsibility with known ORD Arrival traffic.
- (d) The FARMM Sector is authorized to descend ARR, DPA, Milwaukee Metropolitan Area and Rockford arrivals to 11,000 feet in an area on or north of the centerline of V100 and on or west of the JOT 360 degree radial. Chicago TRACON must point out to the FARMM Sector aircraft either entering or within 3 miles of this airspace with the exception of aircraft handed off to Chicago TRACON by the FARMM Sector.

(e) Arrival Route Altitude Restrictions:

<u>FIX/ROUTE</u>	<u>FIX CROSSING ALTITUDE</u>	<u>DESTINATION</u>	<u>JET</u>	<u>PROPELLER</u>
FYTTE/FYTTE STAR	0'Hare		11,000	N/A

6. DEPARTURES:

a. General Procedures.

(1) Chicago TRACON must ensure all departures are cleared via the tracks or fixes outlined in Paragraph 6.b. Jet departures shall be assigned 250 knots.

(2) Chicago TRACON must assign departure aircraft the flight plan requested altitude unless another lower altitude is specified in the area departure procedures.

(3) CRIBB/SWEET, EON/NEWTT, DNV, STQ, MALTA & HARLY Sectors will accept aircraft under the provisions of FAAO 7110.65, paragraph 5-5-4, d 4.

(4) Known traffic is defined as an aircraft that ZAU has accepted the handoff.

b. Specific Area Departure Procedures and Route Guidelines:

(1) EAST AREA (Cribb and Sweet Sectors)

(a) Chicago TRACON shall advise the Cribb Sector when initiating any airspace configuration change that affects Chicago TRACON Area F. When C90 is using the WATSN STAR, 11,000 – 12,000 feet within Area F is delegated to C90 Arrivals.

(b) All departures shall be cleared via the departure fixes described below:

<u>DEPARTURE AIRPORTS</u>	<u>DEPARTURE FIX</u>	<u>ALTITUDE</u>	<u>ASSIGNMENT</u>	<u>INITIAL ROUTE</u>
SWEET SECTOR				
O'Hare	EBAKE	15,000	N/A	WISMO
North Sat.	EBAKE	15,000	N/A	WISMO
O'Hare	DUFEE	15,000	AOB 13,000	ELX
North Sat.	DUFEE	15,000	AOB 13,000	ELX
CRIBB SECTOR				
O'Hare	MOBLE	15,000	AOB 13,000	ADIME
North Sat.	MOBLE	15,000	AOB 13,000	ADIME
Sector 1,2,3 & 4	LEWKE	15,000	AOB 13,000	GIJ

NOTE: Departures on NON-RNAV routes shall be established on a 090° heading underlying the appropriate sector.

NOTE: When vectoring MOBLE/LEWKE departures past MOBLE/LEWKE to avoid the WATSN STAR, aircraft shall be cleared to the next fix, ADIME or GIJ as appropriate.

(c) C90 releases control to the CRIBB and/or SWEET Sector on all east departure aircraft at or above 11,000 feet except when the WATSN STAR is in use. When WATSN is in use, then C90 releases control to the CRIBB and/or SWEET Sector on the EBAKE/DUFEE departures at or above 11,000 feet and on the MOBLE/LEWKE departures at or above 13,000 feet. The CRIBB/SWEET Sector assumes separation responsibility with known traffic.

(2) SOUTH AREA. (Peotone and Newtt Sectors) All Chicago Metropolitan Airport south departures shall be cleared as described below with the following restrictions:

<u>DEPARTURE AIRPORTS</u>	<u>DEPARTURE TRACK / FIX</u>	<u>ALTITUDE</u>	<u>ASSIGNMENT</u>
		<u>JET</u>	<u>PROP</u>
ORD &	A/ ACITO	15,000	11,000
North Satellite	B/ BACEN	15,000	11,000
Airports	C/ CMSKY	15,000	11,000
	D/ DENNT	15,000	11,000
	E/ EARND	15,000	11,000
Non-RNAV/	EON or RBS	15,000	11,000
Sectors 1, 2, 3, & 4 Airports	A/ ACITO	12,000	
	B/ BACEN	12,000	
	C/ CMSKY	12,000	N/A
	D/ DENNT	12,000	
	E/ EARND	12,000	
Non-RNAV/	EON or RBS	12,000	

NOTE: C90 may enter the C90 Climb Corridor as depicted in Attachment 1 without a point out to the Newtt or Peotone sectors. The Newtt/Peotone sectors, as appropriate, shall point out to C90 traffic traversing the C90 Climb Corridor between 11,000 and 15,000 feet.

NOTE: North Satellite aircraft that have been transferred to the Newtt Sector north of ORD shall be assigned direct JORJO (departures on non-RNAV routes shall be assigned direct RBS).

NOTE: North Satellite aircraft that have been transferred to the Peotone Sector north of ORD shall be assigned direct MONKZ (departures on non-RNAV routes shall be assigned direct EON).

(a) Peotone and Newtt Sectors shall have control to climb, increase speed and turns up to 30°, on Chicago Metropolitan departures.

(b) Pre- Arranged Coordination for transfer of radar identification and communications for prop traffic requesting 11,000 or higher for Sector 1,2,3 and 4 departures to the Streator/Danville and NEWTT/Peotone sectors:

1 C90 initiates a hand off to the Streator or Danville sector.

2 C90 may enter the C90 Climb Corridor as depicted in Attachment 1 without a point out to Streator or Danville sector.

3 If the Streator or Danville sector requires communications, then prior to accepting the hand-off, the Streator or Danville sector will coordinate with the appropriate C90 sector and request communications, accept the transfer of radar identification, and if necessary, issue control instructions.

4 If the Streator or Danville sector does not require communications, the Streator or Danville sector shall accept the automated hand off and initiate a hand off to the NEWTT or Peotone sector. The NEWTT or Peotone sector shall accept the hand off prior to the aircraft crossing the C90/ZAU boundary. Once ZAU accepts the automated handoff C90 may transfer the aircraft to the NEWTT or Peotone Sector as appropriate (119.95 or 120.12).

(3) SOUTHWEST AREA.

(a) Streator and Danville Sector

All Southbound departures shall be cleared direct to the departure fix and to the altitude described below.

<u>DEPARTURE AIRPORTS</u>	<u>TRACK or DEPARTURE FIX</u>	<u>ALTITUDE</u>	<u>ASSIGNMENTS</u>
		<u>JET</u>	<u>PROPELLER</u>
Sector 2 & 3	JOT	4,000 (4)	4,000 (4)
Sectors 1, 2, 3, & 4	A/ ACITO B/ BACEN C/ CMSKY D/ DENNT E/ EARND	10,000 10,000 10,000 10,000 10,000	
Non-RNAV Sector 4	EON/RBS LUCIT	10,000 5,000	

1 C90 may enter the C90 Climb Corridor as depicted in Attachment 1 without a point out to the Streator or Danville sector.

2 Aircraft requesting 4,000 feet shall be assigned 3,000 feet.

3 Aircraft routed via LUCIT requesting altitudes at or below 10,000 feet, must be assigned a 180 degree heading.

NOTE (4): Aircraft requesting 8,000 feet or below.

(b) Pre- Arranged Coordination for transfer of radar identification and communications for prop traffic requesting 11,000 or higher for Sector 1, 2, 3 and 4 departures to the Streator/Danville and NEWTT/Peotone sectors:

1 C90 initiates a hand off to the Streator or Danville sector.

2 C90 may enter the C90 Climb Corridor as depicted in Attachment 1 without a point out to Streator or Danville sector.

3 If the Streator or Danville sector requires communications, then prior to accepting the hand-off, the Streator or Danville sector will coordinate with the appropriate C90 sector and request communications, accept the transfer of radar identification, and if necessary, issue control instructions.

4 If the Streator or Danville sector does not require communications, the Streator or Danville sector shall accept the automated hand off and initiate a hand off to the NEWTT or Peotone sector. The NEWTT or Peotone sector shall accept the hand off prior to the aircraft crossing the C90/ZAU boundary. Once ZAU accepts the automated handoff C90 may transfer the aircraft to the NEWTT or Peotone Sector as appropriate (119.95 or 120.12).

(4) NORTHWEST AREA. (Malta Sector)

(a) Chicago TRACON shall advise the Malta Sector when WEST Departure splits/combines with KANE departure.

(b) All departures shall be cleared as directed and to the altitudes described below.

<u>DEPARTURE AIRPORTS</u>	<u>DEPARTURE TRACK/COURSE</u>	<u>ALTITUDE ASSIGNMENT JET</u>
ORD RNAV	MYKIE / On Course	15,000
	NOONY / On Course	15,000
	OLINN / On Course	15,000
	PEKUE / On Course	15,000
North Satellite RNAV	MYKIE / On Course	15,000
	NOONY / On Course	15,000
	OLINN / <u>On Course</u>	15,000
Sector 2 and 3 (7)	Any / 270 Heading	13,000
Sector 1 and 4 RNAV	PEKUE / On course	13,000
ORD Non-RNAV(5)	PLL / 270 heading	15,000
	IOW / 270 heading	15,000
North Satellite Non-RNAV(6)	PLL or IOW / 270 heading	15,000
Sector 1 & 4 Airports Non-RNAV (7)	PLL or IOW / 270 heading	13,000

(c) Chicago TRACON releases control of west departures to the Malta Sector to climb, increase speed, and turns up to 30 degrees provided:

1 MYKIE/NOONY/OLINN/PLL/NSAT departures remain north of the Kane sector boundary

2 PEKUE /IOW/Sec 1, 2, 3, and 4 departures remain south of the West sector boundary

3 The departure aircraft is at or above 10,000 and west of a north/south line through the JORJO waypoint.

4 MALTA assumes separation responsibility with known traffic.

(d) Chicago Center Malta Sector will accept aircraft under the provisions of FAAO 7110.65, paragraph 5-5-4, b.4., 3 miles separation increasing to 5 miles.

NOTE (5): PLL Aircraft shall be established on a 270 heading between the MYKIE and NOONY tracks. IOW Aircraft shall be established on a 270 heading South of the OLINN intersection and North of the ARR Airport.

NOTE (6): Aircraft shall be established on a 270 heading between the MYKIE and NOONY tracks.

NOTE (7): Aircraft shall be established on a 270 heading South of the OLINN intersection and North of the ARR Airport. All South Satellite aircraft must be in-trail.

(5) NORTH AREA. (HARLY Sector)

(a) C90 releases control for speed increase at or above 14,000 feet.

(b) C90 releases control for turns at or above 13,000 feet.

(c) C90 releases control for climb on prop aircraft reference known traffic.

(d) C90 delegates to ZAU the use of ACCRA/UECKR SIDs through C90 airspace. Departures must be established on the appropriate SID, and must cross KAJJY or MAULT at or above 13,000 feet and cross LVENS or UECKR at or above 16,000 feet.

<u>DEPARTURE AIRPORTS</u>	<u>TRACK or DEPARTURE FIX</u>	<u>ALTITUDE ASSIGNMENT</u>	<u>INITIAL HEADING (8)</u>
ALL - RNAV	PMPKN/RAYNR	15,000	14,000
ALL - Non RNAV	BAE or PETTY	15000	14000

NOTE: Communications transfer to the HARLY sector must be completed prior to, or abeam RONIC or TAAYZ.

NOTE (8): Aircraft must be established on course by NEATO/BRTMN.
Exception: UGN departures must be established on course by DLLAN/DNIKA.

7. TRAFFIC MANAGEMENT

a. Operational Coordination:

(1) Daily Operational Plan. A plan shall be formulated prior to the 6:15 Command Center planning telcon and reviewed as necessary throughout the shift.

(2) C90 shall provide:

- (a) Runway/arrival configuration.
- (b) AAR for ORD and MDW.
- (c) Type of approaches being conducted to ORD.
- (d) Spacing and speeds as necessary.
- (e) Runway closures, equipment outages, and other information that may impact operations.
- (f) Notification of any departure delays.

(3) ZAU shall:

(a) Advise C90 of any Traffic Management Initiatives concerning arrivals to ORD and MDW as well as any national initiatives reference ground delay programs, ESP to other airports.

(b) Advise C90 of all Traffic Management Initiatives that require participation via the three-way phone line.

b. IDS-4 Entries

(1) C90 shall maintain the accuracy of page 8411.

(2) ZAU shall maintain the accuracy of page 8011.

c. Arrival Procedures.

(1) Under normal circumstances, C90 shall notify ZAU prior to holding. ZAU will advise preference of the hold.

(2) When holding is in progress, ZAU will determine the time and sequence of holding fixes.

(3) When feasible, ZAU will notify C90 when holding at other than the primary arrival fixes.

(4) When feasible, C90 will notify ZAU when placing adjacent Approach Control Facilities in the hold.

(5) Chicago ARTCC Traffic Management Unit shall obtain approval from the Chicago TRACON Traffic Management Unit prior to the use of additional STARs not specifically approved for use in number 5. ARRIVALS.

(6) EAST FLOW - Area G Procedures.

C90 will advise ZAU TMU when Area G transfers to and from RFD.

d. Departure Procedures.

(1) ORD, MDW, and all other satellite airports that lie under C90's airspace shall be treated as three separate entities for departure restrictions.

(2) Severe Weather Avoidance Plan (SWAPS)

(a) C90 and ZAU shall initiate a swap discussion as soon as feasible of any anticipated impact to operations.

(b) ZAU has responsibility for entering route amendments.

(c) ZAU, with C90 approval, shall actively use pathfinders to determine when routes may be reopened. This shall be accomplished via the three-way line.

(d) C90 shall coordinate swap routes for all satellite airports.

e. De-icing.

(1) When informed that satellite airports are conducting deicing, C90 shall notify ZAU.

8. GENERAL PROCEDURES.

a. No enroute aircraft shall be cleared through the Chicago TRACON Airspace, as described and depicted in Attachment 1, between the hours of 0600 to 2200 (local time) daily.

b. With prior coordination, enroute aircraft may be routed through Chicago TRACON's delegated airspace outside of the times in paragraph 8.a.

9. PROCEDURES FOR MILWAUKEE, SOUTH BEND AND ROCKFORD ASR OUTAGES.

a. Chicago TRACON shall coordinate with the appropriate Center Departure Sector for individual clearances on all active departures that will enter the airspace assumed by Chicago ARTCC.

b. Chicago ARTCC shall issue clearances as requested by Chicago TRACON for any tower enroute departures that will enter the assumed airspace.

10. BEACON CODE ALLOCATIONS. The following beacon codes and subsets are allocated for Chicago TRACON internal use:

a. 0100-0137

b. 0301-0377

c. 5101-5177

11. ATTACHMENTS. Attachments 1, 2



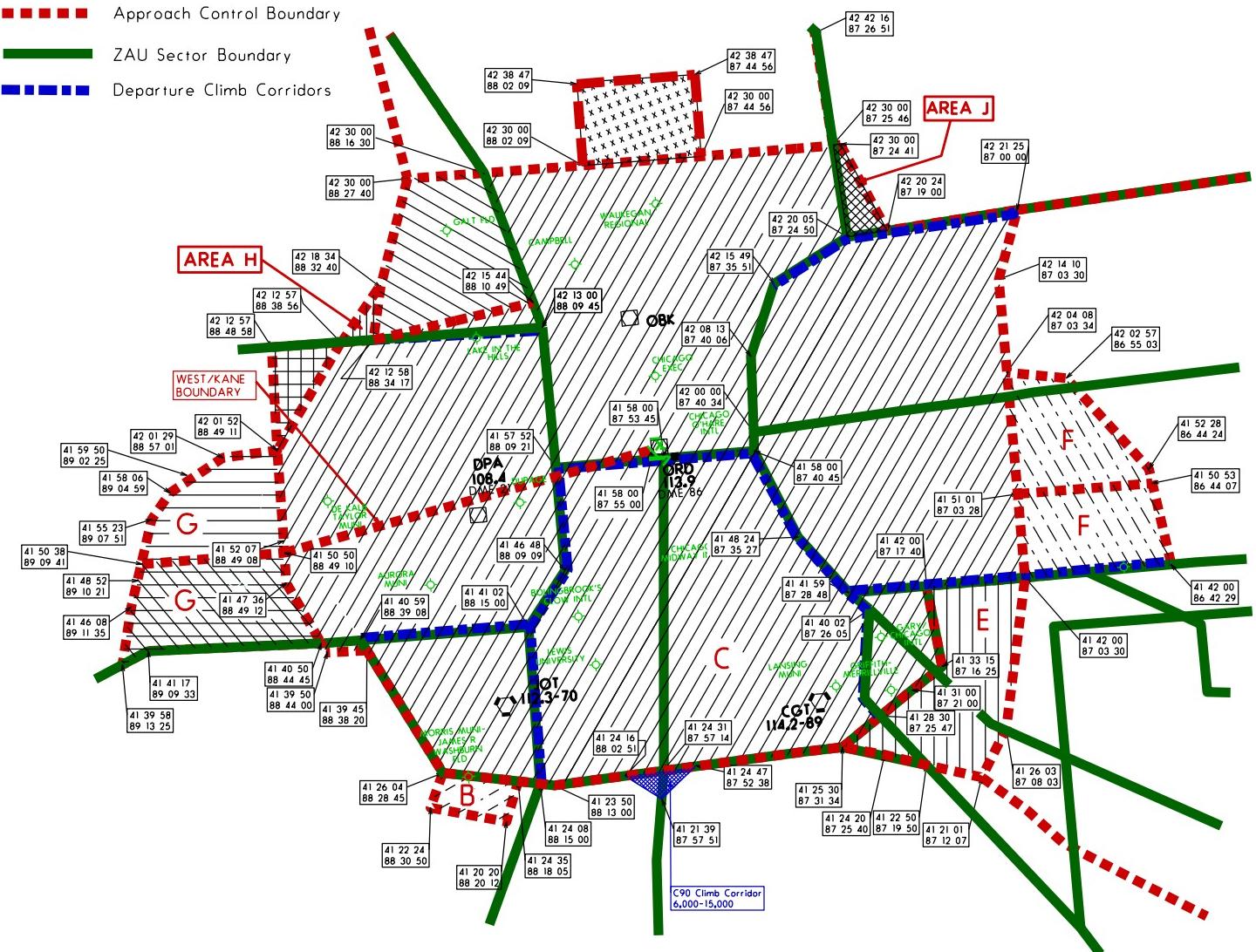
Dale B. McNeal
Air Traffic Manager (A)
Chicago ARTCC



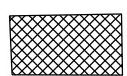
Greg Gorlich
Air Traffic Manager (A)
Chicago TRACON

**CHICAGO ARTCC / CHICAGO TRACON
LETTER OF AGREEMENT
ATTACHMENT 1**

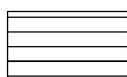
EFF. 1/5/17



C90 SURFACE TO 13,000
AREA A



C90 surface to 7,000
AREA J



C90 9,000 TO 12,000
(WHEN ACTIVE)
AREA G North



C90 SURFACE TO 15,000
AREA C



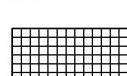
C90 11,000 TO 12,000
(WHEN ACTIVE)
AREA G South



C90 SURFACE TO 10,000
AREAS E + H



C90 Departures
11,000 TO 15,000
AREA F



C90 13,000 TO 15,000



AREA F

CHICAGO ARTCC/CHICAGO TRACON

LETTER OF AGREEMENT

ATTACHMENT 2

EFFECTIVE: 1/5/17

Chicago Metropolitan Airports are defined as ORD (O'Hare International Airport) and the following satellite airports.

SECTOR #1	MDW	Midway
SECTOR #2	C09	Morris
	LL22	Brookeridge
	JOT	Joliet
	1C5	Clow
	LOT	Lewis University
	LL10	Naper Aero
SECTOR #3	DPA	DuPage
	ARR	Aurora
	DKB	Dekalb
	68IS	Casa De Aero
	82IS	Landings
	06C	Schaumburg
SECTOR #4	GYY	Gary
	3HO	Hobart
	05C	Griffith
	IGQ	Lansing
NORTH SATELLITE	PWK	Chicago Executive
	UGN	Waukegan
	C81	Campbell
	10C	Galt
	3CK	Lake in the Hills